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Hongkong, 24th September, 1904. [1621]

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Hongkong, 20th September, 1904. [a35]

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Hongkong, 24th August, 1904. [a1153]

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[a224]

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[a2106]



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## BIRTHS.

On 4th October, at No. 4, Victoria View, Kowloon, the wife of F. A. Brown, of a son. (2382)  
On 27th September, at Falkirk, Scotland, the wife of FRANK DUNN, of a son.

## DEATH.

On 23rd August, at Gravesend, England, C. F. Arnold, late captain of S.S. Wanchow, of pneumonia, aged 37 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, OCTOBER 5TH, 1904.

In returning to the subject of our own affair with the Tibetans, there is no necessity for devoting much consideration to the statements that China at the last moment made a futile attempt to prevent the signing of the treaty. The allegation that the AMBAN was telegraphically ordered, from Peking, to oppose the settlement has since been contradicted by the Waiwupu, that enlightened corporation which has to do with foreigners and foreign affairs, and which is rapidly acquiring a knack of doing them. It was only to be expected, assuming such an attempt were made, and proved abortive, that the Waiwupu would deny the whole thing. That is to "save face," and since our recognition of China in the matter at all may have been prompted by a similar care for appearances, we need not be too severe. If the incident is of sufficient importance to call for an opinion, we should incline to the view that there was such an attempt made to intervene, and to open up a course of that haggling over terms and phrases that is so dear to the Chinese heart. There was sufficient evidence in the Blue Book on the affairs relating to Tibet, to warrant more than a suspicion of China's absolute sincerity in the preliminary negotiations. It was evident that China not only lacked the power and influence in that far corner of Asia to render adequate support to her just claims, but that she lacked as well the hearty goodwill that we had every

right to look for. Since our Government was compelled to abandon the roundabout procedure via Peking, and to approach the fountain-head, there has been a very noticeable disturbance in Mandarin circles. Our contemporary the *Peking Times* has referred to it in this way: "There is a flutter in Peking now over the Tibet Treaty, and the Chinese Government are attempting to make out that England has in some way defrauded China and stolen Tibet from her. China will have precisely the same power there now as formerly—i.e. nil." In addition to that suggestion of a "flutter," we have heard that Prince Ch'ing and a strong section of the Waiwupu were most jealous of our apparent success where they had failed. It is disappointing to find that in spite of experience the Chinese in high places should continue to betray such ignorance of our methods. Had it been some other Powers in like case, it is questionable if China's rights in the matter would have been so scrupulously regarded. Our own fear is that we have been too squeamish altogether; and that once in Lhasa we should have taken a hint from the historical Scotch assassin who returned to "make siccar." It was pleasant to read in the despatch we published on Monday morning of the release of the DALAI LAMA's political prisoners; but with all credit to the humanity of the writer of it, we are not disposed to admit that "the restitution of liberty of these wretched men is in itself sufficient to justify our advance to Lhasa." Nor are we so certain as we would like to be that the signing of the treaty will prove a sufficient satisfaction for the lives and money expended in its obtaining. It was because of persistent breaches of a treaty previously signed that the expedition went to Lhasa at all; and it is just possible that the Tibetans, who are, on the authority of the Chinese AMBAN himself, incredibly obstinate, treacherous, and stupid, regard the new treaty merely as a ready and cheap means of getting rid of the obnoxious and simple-minded intruders. We read that after the settlement, "the 'Shaps' lingered in the hall laughing and chatting, their geniality and cheerfulness being in marked contrast with the sullen manner in which they had expostulated with us on the road." Such behaviour, of course, is just as plausibly accounted for by suggesting that they were genially "speeding the parting guest," and laughing because he had asked so little. He took no money: only a chit—and in the case of the Lamas there is something parallel to that of the chit-signer who said "Thank goodness. That's paid." That they were surprised at the simplicity of the settlement is proved by Reuter's report, that they thanked our representatives for not doing to the shrines what they, in our shoes, would undoubtedly have done. We have no pleasure in thus acting the part of a "wet blanket" to the rejoicing at Home; but we shall be as much surprised as relieved if the events of the next twelve months do not require a return visit of our troops to the mountain fastnesses of the treaty-breakers.

The new president of Peru is named Jose Pardo.

Some notes from Canton, and other matter, will be found on page 5.

The Volunteers' Promenade Concert takes place to-night at their Parade Ground, commencing at 9 p.m.

A meeting of the Kowloon Cricket Club is to be held in the Seamen's Institute, Kowloon, to-night at 9 o'clock.

It is reported in the North that the Chinese Engineering and Mining Co. have sold the steamer *Pingping*.

Chinese bankers have been buying up Russian rouble notes around Yinkow and sending them to Shanghai, making considerable profit.

The Chinese Resident in Tibet is urging the construction of a private telegraph line between Lhasa and Peking to avoid their messages having to pass through any foreign lands.

A Greek named Vangelis was making himself a nuisance at Peking by his lawless treatment of the Chinese. He has been deported to Japan, where freebooters are more quickly dealt with.

Mr. W. M. Hewlett, who was a student in Peking during the troubles of 1900, has just returned from a year's leave at Home and has taken Mr. Fletcher's place as assistant at the British Consulate at Tientsin.

Prince Ching contradicts the rumour that there has been any talk of cutting off the quow, but the *Jiji* says the report was not circulated altogether outside, as it is known a censor did try to memorialize on the question.

The *Sinwenpao* states that Tongchou (near Chefoo), Shangtung province, is now suffering from an epidemic of small-pox, the principal victims being children, of whom it is alleged that only thirty-five to forty out of one hundred manage to survive the attack.

The Shanghai Rowing Club opened a new boat house on September 26th, and "signified the same in the usual manner."

The Japanese Minister at Brussels, Mr. Kato, contradicts the statement that General Kuroki is of Polish origin. "He belongs to an old and well-known Japanese family. Only silly people could believe such stories as have been going the round."

A Japanese school has been established at Yinkow under the authority of the Japanese Military Administration Office. The opening ceremony was held on September 26th, when the Foreign Consuls and some Japanese and Chinese traders, numbering about a hundred, were present.

The Peking Board of Commerce report the founding of a glassware company by wealthy Chinese at Soochow. The company has been formed with a capital of Tls. 500,000 with the idea of protecting the industry in China, the imports from European countries being on the increase yearly.

While tacking to leave Woosung on September 26th, a heavily-laden Chinese vessel refused to answer her helm and was carried on the tide full against the Austrian Lloyd steamer *Trieste*, then at anchor. The steamer suffered little, but the "lorcha" was so badly damaged that she had to return to discharge her cargo.

Sanction has been obtained by wealthy merchants, from the Board of Commerce to establish a large commercial and industrial institution at Kirin Fu, which is the capital of the province of Kirin. The institution will comprise wool, cloth, cotton goods, soap and sugar factories, and the capital is to be Tls. 300,000 divided into 3,000 shares of Tls. 100.

A merchant of Riga, named Hirrow, has been placed in prison for a curious offence. He had missed his last train home, but, finding that a goods train was shortly to start, he bought a fowl and looked it by the train at the same time obtaining a ticket for himself as attendant on live stock. He reached his destination, but was afterwards arrested, and is now being prosecuted by the railway company for fraud. His fowl has been confiscated.—*Korea Daily News*.

The technical school attached to the Board of Commerce will be opened in Peking on the 1st of the 9th Moon (20th Oct.). The number of scholars is now temporarily limited to 120, who will be divided into six classes and taught various technical subjects. The required books and instruments have been imported from Japan, and the annual expenditure will be defrayed out of the sum of Tls. 200,000 which was given to the Board of Mining and Railway Affairs (now abolished) by a Chinese merchant from Singapore in exchange for some mining concessions in Kwangsi.—*Tientsin Official Gazette*.

Apologies a discussion recently referred to, a correspondent writes in a Northern paper:—"The brethren of Ancient Free and Accepted Masonry all over the world cannot but smile at these fulminations, knowing themselves innocent of the accusations contained therein, and feeling no obligation to take up the cudgels of argument in favour of the 'Grand Orient of France,' or of any coterie of cranks who may under the name of a Masonic Lodge practise vegetarianism, and other fads which have as much connection with the Craft as the 'Catholic Apostolic Church' founded by Edward Irving has communion with the Roman See."

It has been known for some weeks, says the *N.C. Daily News*, that Sir Hiram Shaw Wilkinson contemplated retirement from the onerous duties of Chief Justice of H. B. M. Supreme Court of China and Corea. The announcement is now made that Sir Hiram's resignation has been sent in to the proper quarters, but that it will not take effect until a successor is appointed. In the meantime a session of the Supreme Court will open, and on its completion in the course of the next few weeks Sir Hiram will go on circuit to Tientsin and to Hankow. The retiring Chief Justice has seen 40 years' continuous service in the East.

The lucky captor of the notorious Chinese pirate at Colovan, Macao, at the end of last week was Mr. J. F. Cidale, of the Macao Public Works Department. For the capture of this piratical desperado the Canton authorities had offered a reward of \$20,000. He is presently in prison, pending investigation. His arrest has caused a great sensation in Macao. It is interesting to note that the man disclaims any pretension to being a pirate, but says he was a protector of the common people, being ready at any time with his band of followers to undertake the removal of any mandarin who was making himself obnoxious in the district under his control.

The president of the Chinese Board of Commerce suggests the appointment of the directors or superintendents of commercial affairs in the various provinces as commercial delegates of the Board, so that they may exert themselves on behalf of the Chinese merchants and the Empire, the promotion of commerce being necessary to save China from poverty and dismemberment by the greedy foreign Powers. Unless something is soon done for its salvation it will be too late, because the country will gradually be drained of its silver; not only by the various old and new war indemnities and loans, but by its want of trade. The delegates will be commanded to consult the leading merchants as to the establishment of chambers of commerce, and the sending of youths abroad to study modern commercial methods. He believes in course of time, if under proper protection, Chinese merchants will be able to compete fairly with foreign merchants.

## TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, 4th October.

Premier Balfour has expressed himself in favour of Mr. Chamberlain's suggestion that a conference of the British Colonies should be held in India to consider and discuss the question of preferential tariffs.

Two companies of the Sherwood Foresters have gone into camp at the new rifle range, Old Kowloon City. A company of the 110th Mahratta Light Infantry have gone into camp at the foot of Customs Pass.

The Governor and Mr. E. A. Irving, Inspector of Schools, paid a visit of inspection to Kowloon School yesterday afternoon. H. E. asked that the pupils might have a half holiday. The boys sang the National Anthem.

The annual rifle competition between Hongkong, Shanghai, Singapore, and Penang is now due to take place, and is to be completed before the 15th inst. Each team, consisting of ten men, is to shoot off on its own range, using British Service-pattern rifles of 303 calibre. Each man has seven shots at 200, 500, and 600 yards. Umpires, as representing the Straits, Hongkong and Shanghai, will be present during the shooting.

Students who speak Japanese and are fairly well educated are being selected to go to Fengtien and assist the Japanese municipal arrangements in the various places they are controlling, everything being done through Chinese officials under Japanese direction. The Wai Wu Pu has wired to the Tartar General at Fengtien to ask the Japanese not to institute their municipal governments in any of the cities taken, as the Chinese can govern themselves. The Japanese absolutely refuse to entertain the request.—*Peking Times*.

Mr. and Mrs. O'Malley, the "honeymoon couple" from America who are on a walking tour round the world, called at our office yesterday. We had not the time to do more than glance at one of the wonderful series of albums the enterprising pair have filled with souvenirs of the journey. We noticed, however, from earlier photographs, that Mrs. O'Malley, whilst wonderfully "fit," has acquired some traces of the hardships of so great a tour. Mr. O'Malley informed us that he intends to lecture in Hongkong. In the meantime they have a lot of good picture postcards for sale.

The difficulty of getting and keeping good servants is becoming a serious problem also in India, as locally. There are signs (it is said) which show that the most ruinfully and dog-for-nothing servants belong to a sort of trades union, all the members of which support each other, so that if one is dismissed for no matter how grave a fault it becomes impossible to replace him. Quite lately the Council of the Imperial Anglo-Indian Association addressed the Government on the necessity of introducing a law into Calcutta regulating the relations between masters and servants, calling to notice the recent frequent boycotting of employers by servants.

A stray bitch with a litter of puppies was found to be occupying a covered drain at Tientsin. A party of police therefore, armed with a hose, and with an experienced foreigner in charge, proceeded to the place, and having fixed the hose to the nearest hydrant quickly had a stream of water playing down the drain, whilst a man with a stick was stationed at the other end to give the corp de grace to any animal which might escape drowning. The female dog, however, had executed a flank movement, and from a safe position in the rear of the attacking party, watched with intense interest, and a naughty little twinkle in her eye, the attempts that were being made to destroy her. Her family was safely deposited in some cage on the bank. The rabies scare still continues.

## A FRENCH CANTON-WUCHOW LINER SOLD.

The French steamer *Le Rhone* at Canton, which was offered at auction on 30th September, as advertised, found no buyer, the upset price of \$25,000 being too high. She was subsequently sold, by private arrangement, through Messrs. T. Edwards & Co., to the Banco Ital.-Chinese of Canton for the sum of \$22,000 only. This was one of the steamers belonging to Messrs. J. Treux & Co. and used to run between Canton and Wuchow under subsidy from the French Government.

## DEPARTURE OF MR. ROBERT M. McWADE.

A correspondent writes:—Mr. Robert M. McWade, late United States Consul-General, Canton, will leave Canton on Thursday, the 6th instant, for Hongkong, en route to America, in compliance with the order of his Government. He is to be the recipient of some farewell addresses.

## FOOTBALL.

In the six-a-side series, last evening Boyd's team drew with Knyvet's team, one goal all; and Williams' team drew with Rutherford's team, no goals being scored.

Gray v. Williams is the fixture for this evening.

The V.R.C. hold a meeting in connection with football this afternoon.

In another Association game last evening "A" Co. Sherwood Foresters beat "B" Co. by 2-0.

## THE WAR

[FROM OUR OWN CORRESPONDENT.]

A SHANGHAI "BUNDER"?

SHANGHAI, 3rd October.

The report that the Russian cruiser *Bayan* had arrived in the neighbourhood of Gut-laff, where two tugs went to meet her, is unconfirmed, and is now considered to be improbable.

(From Northern Papers.)

## JAPAN'S ANSWER TO RUSSIA.

TOKYO, 29th September.

An urgent imperial ordinance, to be enforced from date, was gazetted to-day, modifying the Conscription Law. The term for the second reserves has been prolonged five years, the distinction between the first and second reserves of conscripts being abolished thereby. The hitherto so-called first militia becomes the second reserves, and the second reserve conscripts come under the general term reserve conscripts. Altogether the period of service with the colours and in the second reserve now totals seventeen years and four months against hitherto twelve years and four months. The present ordinance is regarded as a reply to the recent ukase of the Tsar calling out the Russian reserves.

[The term for active service soldiers hitherto was: Colours, 3 years; Reserve, 4 years and 4 months; Landwehr, 5 years; in all, 12 years and 4 months.]

## EXTRAORDINARY ATTACKS ON PORT ARTHUR.

CHEFOO, 28th September.

There have been extraordinarily strong attacks on Port Arthur from the land side from the 20th to the 26th September. The Japanese have been, however, always repulsed. When the Japanese occupied a fort, which was before undermined by the Russians, the mine was exploded electrically, whereby the Japanese had terrible losses. It is reported that six thousand men were killed.

## THE DEFENCE WORKS AT LIAO.

LIAOYANG, 21st September.

The strength of the semi-permanent defence works prepared here by the Russians is causing much surprise. The fact that the Russians had to abandon these defences, comprising deep pitfalls, barbed wire entanglements, long trenches, and many others, proves how effective, says the *Mainichi*, the Japanese attack must have been. The Humbo, to the south of Mukden, is broader and deeper than the Taitsé. The Russians have prepared three bridges over it, and some redoubts at this end of the bridge. Viceroy Alexieff sent a long telegram to St. Petersburg severely criticising General Kuropatkin for retreating northward from Liaoyang which he considered as discredited Russia in the Far East.

## PORT ARTHUR RUSSIAN SQUADRON.

CHEFOO, 28th September.

The Russian battleships at Port Arthur have been all repaired, and are now prepared for a sortie. A fight is imminent.

## A HARBOUR NUISANCE.

Vessels arriving from India, Straits Settlements, and elsewhere, are besieged by Chinese boarding-house runners long before they anchor. The sampans, in fact, go right out to the entrance of the harbour and hook on to the steamers while they are steaming through the harbour at a very fair speed. The police are wholly unable to cope successfully with the offenders. As soon as the sampans have got a hold, with considerable agility the boats' painters are hooked into a scupper hole, and the steamer tows them along. Bamboos are then hooked on to the ship's rail, and the runners swarm on board in great numbers. Once on deck, they practically fight like a pack of wolves for the passengers' baggage, the poor emigrants being obliged to follow into whichever sampan their effects are thrown, or lowered. When the captain or one of the officers of a steamer shouts out ordering them to let go their boats, they take no notice whatever; and there are not sufficient Europeans on board—in fact all are busy otherwise—to prevent the men from climbing on board—especially taking into consideration that there are boats forward and aft. As the Indo-China s.s. *Nam Sang*, from Calcutta, was steaming into the harbour on Monday evening the customary nuisance occurred. She was going so swiftly through the water when the foremost boats hooked on that one of them, having her rudder over the wrong way, capsized. The occupants were saved.

## HANKOW-PEKING RAILWAY.

Formerly it was proposed that a bridge should be constructed connecting the railroad of Low Hon in mid-way; but lately the Vice-President Wo consulted the Government, saying that every year the rising tide of the Hoang Ho often caused great disasters. Instead of wasting money for the construction of the said bridge over this river, which doubtless would not stand long, the shore being too soft and muddy, it is proposed that two steam launches be built for the purpose of conveying passengers to the railway station across the river. This would not only be a saving, but it would do away with many inconveniences. The Vice-President Wo has wired to the Viceroy of Chihli and the Governor of Wuchang asking their advice on the subject.

## AN ARRIVAL FROM NEWCHWANG

A gentleman just arrived in Hongkong from Newchwang, who does not care to have his name published, has talked to one of our reporters about what he saw at Newchwang when the Japanese occupied that place. Necessarily, much that he had to tell is no longer fresh, but some of it is interesting. He described how first of all five Japanese scouts galloped into the Governor's Palace yard, and saw the Russian commercial flag flying. They had rifles slung and revolvers in hand. Some Russian official (it may have been Governor Grossi) waved a white handkerchief from a window, and the scouts went away. He states that the Chinese had already done a good deal of dismantling property when the main body of the Russians left, even taking away official furniture and uprooting plants from the gardens. When the aforesaid scouts returned, they saw the French flag flying over the palace. A Russian eagle was noticed on the building, however, and they allowed three hours for that to be removed. Next about sixty Japanese arrived, and a crowd of foreigners, British, German, and others, gathered to watch proceedings. The only Russian uniform, in evidence was that of the humble policeman, who was placed under arrest. The Chinese police were quite officious in offering to help the Japanese. Our informant says the Russo-Chinese Bank building, which belongs to an Englishman, was shut up, but that some Americans had managed to convert a lot of its furniture into loot. The Russian Governor and the few officials who remained with him were allowed to leave peacefully for Tientsin. The Japanese immediately set about repairing the extensive damage done by Japanese. A Japanese officer told him he expected to winter at Harbin! Our informant also volunteered the opinion that for commercial purposes he would rather be in a place occupied by Russians than by Japanese.

## THE LAW VINDICATES ITSELF.

HONGKONG LAUNCH LICENCES CANCELLED.

At the request of the Hon. Capt. L. Barnes-Lawrence, R.N., Harbour Master, H.E. the Governor has cancelled the licences of the launches *Kong Soo* (trading between Hongkong and the West River) and *Lee Chang* (trading between Hongkong and the New Territory), as a punishment for repeatedly carrying excess of passengers. The two launches were fined several times for the offence. Fines, however, had no effect on them, so the present cancellation of licences, which had to be done by the Governor, has been resorted to. It is hoped by this means to stamp out the practice, which, it may be remarked, is carried on to a great extent by Chinese-owned vessels. The Harbour Master indeed has had several complaints from Messrs. Butterfield and Swire, and other firms, as this carrying of an excess of passengers interferes with legitimate trade. This we understand, is the first time that launches have been punished in such a manner at this Colony, yet the Chinese are, and have been for years, most persistent offenders in this respect. Launches go up river, dodging the police boats, carrying such loads as render them a danger to life. It is a wonder, indeed, that no lives have been lost. So long as the owners make good money they do not seem to care a cent how far they endanger other people's lives. The two launches in question will not be allowed to resume their trade. How long this order will last is hard to say. It seems quite certain, however, that their owners will be allowed to complain for a time.

## GOLF.

The following cards were returned at the monthly meeting held at Happy Valley from the 1st to the 3rd October, 1904:—

## Captain's Cup.

Capt. G. H. Nugent, R.A. 94 — 15 = 79  
Mr. C. M. G. Burnie 92 — 2 = 80  
Dr. L. E. Dartnell, R.N. 98 — 16 = 82  
Mr. J. Douglas 96 — 8 = 88

## Pool.

Capt. G. H. Nugent, R.A. 92 — 15 = 77  
Mr. C. M. G. Burnie 92 — 2 = 80  
Dr. L. E. Dartnell, R.N. 98 — 16 = 82  
Mr. J. Clark 86 — 2 = 84  
Mr. J. Douglas 94 — 8 = 86

## A THING OF THE PAST.

We have heard this good story before, but it will probably be fresh to many readers. It is about the Japanese when they purchased their first steamer. It was brought out from England by a British crew, and they had hardly arrived and taken up their moorings in Nagasaki Harbour, before they were boarded by the Japanese crew to take her over. They were as usual very polite, but they made it clearly understood that they wished to take a cruise on their own account without any foreign assistance. The British crew therefore went ashore, engineers and all. The Japanese immediately shipped their moorings, sounded the whistle in a cock-a-whoop style, and steamed out to sea. Everything worked splendidly, and the steering was beautiful to behold; after a short time they returned to harbour again. Then came the hitch,—when the captain signalled, "Ease her," "Stop her," and so on, those in charge of the engines down below could not find the necessary handles and levers to carry out his instructions. Consequently they ran over their moorings, nearly collided with some shipping, and finally had to sail round and round the harbour with the signal of distress flying, and blowing the whistle in anything but a cock-a-whoop manner, until the Scotch engineer who had brought the steamer out came off in a boat and showed them how to "Stop her." The Japanese had picked up their knowledge from somewhat out-of-date text books. They have improved considerably since then.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room. Dr. J. M. Atkinson presided, and there were also present Hon. P. N. H. Jones, Hon. A. W. Brown, Mr. F. J. Bodeley, Major Josling, R.A.M.C., Mr. Lau Chu Pak, Mr. E. A. Hewett, Mr. A. Ramjahn, Mr. H. E. Pollock, Dr. W. W. Pearce, Dr. P. Barnett and Mr. T. H. Hamner (secretary).

## ANTHRAX AT KENNEDY TOWN.

There was laid on the table a report concerning a case of anthrax at Kennedy Town by the Colonial Veterinary Surgeon. It was not read.

## FUMIGATING APPARATUS.

Correspondence relative to the Clayton fumigating apparatus was laid on the table.

Dr. Pearce, reporting on the matter, wrote that on the whole he was in favour of adopting the Clayton process for use in the Harbour, as the weight of evidence was much in favour of its usefulness as a prophylactic measure. He was not, however, as yet convinced that its sphere of usefulness could be extended to the general disinfection of Chinese houses in Hongkong.

Mr. Hewett moved:—The committee of the Chamber of Commerce, which includes representatives of almost all the British and German shipping, visiting Hongkong, have informed the Government that they are opposed to the introduction of such an apparatus, as in their opinion it cannot with safety be used on a vessel unless there is no cargo on board. The reports attached show that serious damage might be caused not only to the paint and fittings of a vessel, but also to many classes of cargo on board. The Acting M.O.H. states in his opinion it is impossible to properly close Chinese houses for the purpose of fumigation. With all due deference to this official, I would state that with all passenger steamers greater difficulty would be experienced, and some passenger ships are so constructed that it would be an absolute impossibility to close the passenger accommodation sufficiently to kill rats, etc., by gas.

The President thought they must wait for further information with reference to the merits of this process. The Secretary of State said in his letter that the information presently obtained did not warrant a definite conclusion being arrived at in favour of the process. Personally he was of opinion that it was a very effective measure as a plague preventative, but he did not think the time had arrived for the Board to make a recommendation for its use generally on ships in the Harbour.

Mr. Hewett stated that he had intended to make a few remarks on the subject, but in view of what the President had said he would defer them till a more suitable time. He understood the question had been raised with a view of adopting the Paris Convention as opposed to the Venice Convention with regard to the treatment of ships. A letter from the Colonial Secretary would be considered at a meeting of the committee of the Chamber of Commerce to-morrow (Wednesday) with reference to the Paris Convention.

The President remarked that that matter had not been referred to the Board.

## AN APPLICATION.

Application was made to erect a water-closet and one dry closet on Inland Lot No. 7, in Stanley Street.

The Sanitary Surveyor (Mr. H. T. Jackman) reported that the position of the yard where it was proposed to erect the closets, being as it was enclosed all round, almost compelled the use of water-closets in preference to privies. The property abutted on Queen's Road Central and Stanley Street. The capacity of the water tank, 300 gallons, was ample, especially as it would be supplied from a well. The existing drain underneath would be examined before connection was made.

Dr. Pearce intimated that he was not in favour of the multiplication of water-closets in the Colony. Blocks of offices, hotels and clubs were, he thought, the only places where the Board had decided to consider the question of permission of water-closets. He considered that properly managed dry privies were safer than water-closets. In any case the patterns for the closets ought to be submitted for approval.

Mr. Ramjahn intimated:—I do not see why water-closets should only be confined to blocks of offices, hotels and clubs. They are decidedly an improvement on our present pail system. If an independent supply can be provided for flushing them I do not see why we should refuse any application. The applicant does not state where the supply of water is to come from.

## Mr. Hewett—Refuse.

The President explained that the necessary water was obtained from a well on the premises which were still occupied by Messrs. A. S. Watson & Co. Seven Europeans lived there, also Chinese. He thought that water-closets were very much more sanitary than privies provided they could get a water supply other than the public water supply.

Mr. Hewett said it seemed to him, in view of the general principle laid down by the Board, they should be very careful in considering this proposal. If they agreed to this building being fitted with water-closets there was no reason why they should not agree to water-closets being allowed in any Chinese shop or factory in the town. This was not a water-closet for a few Europeans in a hotel, office or club, but it was a proposal to start a new departure—to put water-closets in a building which was mainly used by Chinese.

Mr. EUMJAHN held that water-closets were far more preferable to the present system, and more sanitary.

Mr. PEARSE proceeded to make a statement on the matter, saying that although the intro-

duction of water-closets in England had been followed by a reduction of the death-rate from typhoid fever, which result had been due not so much to the water system of sewage as to the doing away of leaking underground cesspools liable to contaminate the water supply, he did not think the time had come in Hongkong for the introduction of water-closets, and he was not in favour of supplying them to the Chinese generally.

Mr. LAU CHU PAK said that in this case the water-closets would be used by the Europeans alone.

Mr. HEWETT remarked that he would not oppose the application if it was for the use of Europeans only.

The President stated that as this building did not come within the category of the buildings in which the committee of the Board had decided that there could be water-closets placed he moved that the application be refused.

Mr. HEWETT seconded, and the motion was adopted.

## CRICKET CLUB PAVILION.

Application was made for permission to erect a water-closet and two urinals at the new Cricket Club pavilion.

Mr. Hewett intimated:—Where does the water come from? Grant, if a well can be provided.

The CHAIRMAN, remarking that the water was to be got by sinking a well, moved that the application be granted.

Mr. HEWETT seconded, and the motion was agreed to.

## WATER ANALYSIS.

Mr. A. C. Franklin, Government Analyst, reported that his analysis for September showed the public water supplies to have been of excellent quality.

This was all the business of public importance before the meeting.

## CONDITIONS AT PORT ARTHUR.

Raymond R. Eonley, correspondent of the Paris Temps at Liouyang, has telegraphed as follows to his paper:

I was fortunate this morning to travel with an American naval attaché, Lieut. Newton McCully, who has just returned from Port Arthur, after a sojourn there of three months. The news he gives me is entirely different from the pessimistic reports received lately concerning the situation at the fortress.

The American attaché left the fortress August 14th. The Japanese were then four and a half miles from the city. The Russian positions, upon a chain of rugged hills 200 metres high, were protected by trenches, mines, networks, barbed wire and cannon, and, according to the American officer, it was impossible to take them by assault. Japanese shells fell in the city, but each position possessed a dugout, in which the occupants were able to secure shelter. The Japanese heavy guns ceased firing every night, fearing that the Russians would detect their exact location by the flashes during the darkness. There were considerable stocks of provisions at Port Arthur. The Russian soldiers had a fresh meat ration daily. The reports that Russian officers were subsisting on onions and black bread were absurd inventions. The stores were still open, and the population promenaded the streets. The regiments took turns in the trenches. Part of the garrison was always resting. The Russian sailors assisted in the defence of the fortress. They made excellent sharpshooters. The heat had not been unbearable. The American attaché believes that the Japanese losses have been very heavy, at least ten times those of the Russians. In short, Port Arthur can hold out much longer than people believe. When the officer left Port Arthur the French naval attaché, Lieut. de Cuverville, was still there. Entering and leaving the fortress was then very difficult, as the Japanese were sinking (?) all the junks. The American officer landed at Shanhuikwan with some French women and one little girl.

## TIENTSIN-NANKING RAILWAY.

We are informed in connection with the proposed Tientsin to Nanking railway that since the ordinary survey of the German section of the railway in Shantung, a further special survey has been made. This second survey was not necessary until the signing of the contract; but it was carried out with a view to emphasising the desire to bring the venture to a satisfactory head. Maps and plans of elevations in this section of the proposed line have now been completed. The Deutsche-Asiatische Bank have guaranteed to furnish their portion of the 27,400,000 within a stipulated time after the estimates have been arrived at by the British Corporation survey. The money market in London appears to be very doubtful just now upon Chinese investments, and it is because of this that no advancement is made in the British section of the railway. It is confidently felt by the Deutsche-Asiatische Bank that immediately they float the loan, it will be snapped up very quickly in Berlin, where the views as to prospects in the China market are directly opposite to those entertained in London. The Germans have been ready now for several months to commence the construction of their part of the line, but they cannot do this until the contract has been signed by the Chinese officials. One contract covers the British and German sections, and until therefore the British are ready to sign, the Germans can do nothing. In the meantime, those interested in the German section of the railway are out of pocket for all the preliminary expenses of the surveys, and it is present there is no sign of being able to get any further.—Tientsin Times.

## MAGNIVEN &amp; CAMERON'S "J" PENS.

are by special device in manufacture the smoothest and most reliable J pens to be obtained anywhere. Black J. Gilt J. Big J. In 63 and 19 boxes, at all Stationers, WAVERLEY WORKS, EDINBURGH, [402-4]

## SUPREME COURT.

Tuesday, 4th October.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (JUDGE).

## ACTION BY A BLACKSMITH.

The Choy Yuen firm, of Tangchow, Canton, with the Hongkong address of 21, Queen's Road East, sued the Nam Hing firm, traders, 263, Des Voeux Road West, for \$255.50 for goods sold and delivered. Mr. Otto Kong Sing, solicitor, appeared for the plaintiffs, and Mr. H. K. Holmes, solicitor, for the defendants.

Mr. Kong Sing stated that the plaintiffs were blacksmiths and makers of sickles. On 11th March a contract was entered into between the parties for the supply by the plaintiffs to the defendants of 3,200 sickles, and these were forwarded on the 10th of July. A demand was afterwards made for payment, and in reply the defendants sent back a quantity of sickles, asking the plaintiffs to take delivery as part payment—in fact, almost full payment. Plaintiffs said these sickles were not the sickles supplied by them, and refused to take delivery.

After hearing evidence His Lordship said the question arose in this case whether the sale was a sale outright or was a mere forwarding of the goods for sale on commission. The evidence showed that a special mark had been put on the sickles because they were being consigned to a special firm. For some reason or other the defendant firm returned some goods, and he was convinced that the goods returned were old stuff, probably goods that had never been received from the plaintiffs. He held that the contract was for the sale of the goods out and out. Judgment must be for plaintiffs with costs.

## POLICE COURT.

Tuesday, 4th October.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

## NO QUARANTINE FLAG.

The Captain of the s.s. Providence was charged with neglecting to fly the quarantine flag on entering the harbour from a plague-infected port. Defendant stated he came from An Ping and had the quarantine flag hoisted until the pilot came aboard and told him it was unnecessary. Under the circumstances the defendant was fined \$25, though the maximum fine was \$2,000.

## A NEAR FRAUD.

A Eurasian, John Whyte, recently put in stocks for fraud, was again convicted of obtaining money by false pretences. He went into a house in Gough Street and told an old Chinese woman residing there that he was a water authority. He said he had been sent to repair two taps, and demanded \$6 for this purpose. The money was paid, but the woman, who was given two receipts, was afterwards advised to see the police. He was sentenced to undergo six months' hard labour.

## EXTRADITION CASE.

The Saigon extradition case was again remanded. Mr. John Hastings, solicitor, again protested that there really should be an end to it. He had had several useless visits to the Court.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

## REFUSING TO PAY HIRE.

A European, R. Manning, was charged with refusing to pay chair hire, and assaulting an Indian policeman. He was convicted and fined \$3 and ordered to pay 50 cents compensation on the first count. He was fined \$5 for the assault.

## EXCESS OF PASSENGERS.

P. S. Sullivan charged the master of a launch, plying between Hongkong and Hungshui, with carrying 23 passengers in excess of the number allowed by his licence. The man was convicted and fined \$50 or six weeks' imprisonment.

## AN UNLAWFUL MATCHED.

Fifteen men and a woman from Yaumati were charged with erecting a matchless, an inflammable structure, without a permit from the police. The case was remanded so as to give the defendants time to pull the structure down.

## AN INTERESTING CASE.

Indian P.S. 813 charged a shopkeeper from Elgin Road, Kowloon, with dumping rubbish outside the store. Defendant called a witness who stated that complainant some time ago asked for a tin of milk on credit. He often came to their shop, but they refused to give him credit. On the "milk" occasion complainant said they would know who he was. He was a policeman, and would show them something by-and-by. A Sanitary foreman said that the rubbish was put in heaps till the dustman came. The charge was dismissed.

## ALLEGED THEFT.

A curio dealer, of No. 314, Queen's Road Central, charged two men on remand with stealing a quantity of goods from his store. Mr. Otto Kong Sing, solicitor, presented; and Mr. Harding, solicitor, appeared for the defence. The case was further remanded.

## CRUELTY TO A BLIND MAN.

J. Manson was charged with assaulting a blind man. Constable Blackman, who arrested the man, said that the blind man was moving slowly along, blowing a whistle to denote the fact that he was blind, when the defendant struck him several blows on the legs with a stick. Defendant was fined \$5, and ordered to pay \$2 compensation to complainant.

The s.s. Agincourt has three small holes in her hull, which is somewhat dented. The engines and boilers are being repaired.

A meeting in connection with the District Grand Lodge of Scottish Freemasonry, is to be held at the Masonic Hall on the 7th inst. at 8 p.m., to discuss a proposal to hold a masonic ball in November or December.

## DEATH OF LAFACIO HEARN.

The death of Lafacio Hearn, the famous and prolific word-painter who had made his home in Japan, and idealised that country and its people for very many English readers, was announced on the 29th September, and the interment was to take place on the 30th. He was 54 years old, and had been recently living in retirement while busily engaged upon another book.

He was born in the Ionian Isles, his parents being half Irish, half Greek, which accounts for the mixture of poetry and exaggeration in his work. He had an unpleasant affection of the eyes (one being quite useless) which made him more blind, and his very large output is all the more amazing in view of that. He had lived a very adventurous life, and loved to speak of his experiences in Texas, whither he wandered as a youth of nineteen or twenty. He was printer, journalist, and anything connected with paper and ink. He was sent out to the East by Harper's, on a commission connected with the Philippines, and when some misunderstanding with that famous publishing firm arose, he went to Japan and settled there, the country and its inhabitants appealing strongly to his romantic temperament. In the course of time, during which he made numerous friends at Kobe and Yokohama, he reached Tokyo, and subsequently succeeded Professor Chamberlain as Professor of English Literature there. He naturalised, and married, under the name Koizumi Yakumo; and there is a jest current in Japan (where foreigners did not always sympathise with their nationals who expatriated themselves), to the effect that the Japanese rewarded him by putting his salary on the native scale, reducing it from 250 yen to 50 yen a month. He occupied the professorial chair from 1896. One of his chief foreign friends was Paymaster Mitchell McDonald of the American Navy, a gentleman of literary taste and culture who lives at Yokohama. To him one of Mr. Hearn's books was dedicated. Many foreign visitors to Japan used to inquire almost immediately for the poet who had exposed for their benefit the real heart of Japan. In time, they always discovered things that caused them to adjust most of the impressions formed from reading "Kokoro" and similar books. Such of them as still desired to render homage to the famous writer met with poor encouragement. Mr. Hearn having (perhaps because of too much incense) grown shy and unapproachable. If his enthusiasm for things Japanese led him to paint the rose very often, the final verdict on his work must include the admission that he was a master of English, most of whose books will live if only for the sheer beauty of their literary form.

## LOSS OF THE "LUCIA."

On Monday, July 18th, the crew of the Norwegian s.s. Solvay were paid off at Nagasaki, owing to some trouble with the captain, and were subsequently shipped to Shanghai. Yesterday (20th ult.) one of these men left here again for Shanghai, having been through a most thrilling experience in the interval. He gives the following account of the incident:—

On arrival at Shanghai he shipped on board the British sailing vessel Lucia, engaged in general trade in North China. Her last voyage was from Shanghai to Newchwang with a general cargo. On September 9th the vessel was becalmed when about twenty miles from Port Arthur, and in the usual course of ships bound from and to Newchwang. In the morning she was hailed by a Japanese destroyer, belonging to the blockading squadron, and made satisfactory replies to the questions put by the Japanese. In the afternoon another destroyer hailed her and warned the captain of the possible danger to the vessel through drifting within range of the Russian batteries. Towards nightfall a third Japanese destroyer repeated the warning. Owing to the absence of wind the captain was unable to pursue his journey and the crew retired to rest as usual. During the night the sailor was awakened by a rush of water in the cabin, followed by an explosion, which blew the ship to pieces. He managed to clutch a piece of wood after rising to the surface and floated in the water for the remainder of the night, being picked up at nine o'clock the next morning by the destroyer which had last hailed the Lucia. The remainder of the crew were either killed or drowned. The survivor was sent to Sasebo by the Japanese naval authorities, and from thence sent here, en route to Shanghai. It is supposed that the vessel struck a floating mine, and the disaster will doubtless form the subject of a British naval enquiry. The survivor, John Devine, is a British subject. He states that the Japanese have treated him exceptionally well; in fact he considers that the period since his rescue has been the most prosperous of his life.—Nagasaki Press.

## PAUPERISM IN AMOY.

In Amoy a strange practice exists, the head paupers are paid every month by the native shops sums of money ranging from half a dollar to three dollars, and as there are over three thousand shops, it may be taken for granted that the amount thus obtained is very considerable. In return for this money, these paupers profess to protect the shops from molestation by the native disorderly elements. Realising the evil of the practice, the native gentry are now desirous of appropriating the funds to organize a police force which will be far more efficient in maintaining peace and order, and the paupers will be put at the Industrial Institute, where they will be able to earn an honourable livelihood without creating any trouble with the protest that they have been robbed of their bread by the organization of a police force.—Universal Gazette.

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,  
17A, QUEEN'S ROAD,  
(Same Premises as Messrs. Ah Chee).



TRADE

MARK.

TELEPHONE No. 135.

## HAVE YOU TRIED

## "YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL-WILSON, DR. WILLIAM DANIEL

## DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building  
Hongkong 18th, February, 1904.

## BABY'S FUTURE

Something for Mothers  
to Think About

Lives of Suffering and  
Sorrow Averted

And Happiness and Prosperity  
Assured by

Cuticura Soap, Ointment and Pills  
When All Else Fails.

Every child born into the world with an inherited or early developed tendency to distressing, disfiguring humours of the skin, scalp and blood, becomes an object of the most tender solicitude, not only because of its suffering, but because of the dreadful fear that the disfigurement is to be lifelong and mar its future happiness and prosperity. Hence, it becomes the duty of mothers of such afflicted children to acquaint themselves with the best, the purest and most effective treatment available, viz., The Cuticura Treatment. Warm baths with Cuticura Soap, to cleanse the skin and scalp of crusts and scales, gentle applications of Cuticura Ointment, to allay itching, irritation and inflammation, and soothe and heal, and mild doses of Cuticura Resolvent, to cool the blood in the severer cases, are all that can be desired for the speedy relief and permanent cure of skin troubles in infants and children, and the comfort of worn-out parents. Millions of women use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, scalp, hair and hands, for annoying irritations and weaknesses, and for many sensitive, antiseptic purposes which readily suggest themselves. Cuticura Resolvent is sold in the form of Chocolate Coated Pills, Cuticura Ointment and Cuticura Soap are sold throughout the world. Sole Agents: London, Messrs. J. & A. H. B. & Co., Ltd., 10, Abchurch Lane, E.C. 4. Sydney, Messrs. 10, Columbia Ave., New Drug Chemical Works, New Territories. Send for "How to Cure Baby Humours."

[61-3]

DAVID CORSAIR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.,  
Sole Agents.

3486]







## INTIMATIONS

THE  
"APOLLO"

MAKES MUSICIANS OF US ALL.  
IT IS A SPLENDID ACCOMPANIST  
IT MAKES ENTERTAINING VERY  
EASY.  
YOUNG AND OLD CAN PLAY THE  
NOBLEST SCORE WITH THE FINISH  
AND EXPRESSION OF A MASTER.  
IT IS THOROUGHLY RELIABLE,  
AND IS SOLD AT A REASONABLE  
PRICE.

EITHER FOR

Cash or Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER

PIANO PLAYER.

DAILY RECITALS

THE

ROBINSON PIANO CO. LD.

Hongkong 24th August, 1904. [2150]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
HONGKONG AGENCY.

## NOTICE

DURING my absence from Hongkong  
M. L. BRIDOU will take charge of  
this Agency.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th September, 1904. [2351]

## NOTICE

THE FIRM NAME CURREEM & CO.,  
Merchants and Commission Agents,  
of which the undersigned has been and is the Sole  
Proprietor, will henceforth be known as  
Rumjahn & Co.

AHMET RUMJAHN,  
64, Queen's Road.

Hongkong, 4th October, 1904. [2364]

## NOTICE

I HEREBY BEG to inform Drinkers of  
TANSAN, that I have ceased to use Corks  
made by the London Crown Cork Co. as they  
have given me dissatisfaction, and that I am  
now using a Cork which will keep the water in  
excellent condition and free from allages.

J. CLIFFORD WILKINSON,  
Kobe, Japan.Sole Agents, Hongkong—  
H. PRICE & CO.,  
12, Queen's Road Central.

Hongkong, 3rd October, 1904. [2359]

ROYAL AERATED WATERS  
MANUFACTORY.

PRODUCE the Highest Class AERATED  
WATERS in the Far East on account  
of their High Class Machinery and also of the  
superior ingredients they use in the manufacture  
of their goods, and the cleanliness, &c., are all  
under strict supervision of Europeans only.

## REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and  
HINCHLIFFE, LIMITED, Aerated Water  
Engineers and Chemists, Manchester, visited our  
factory recently in the course of a tour amongst  
Eastern Aerated Water Makers, and was greatly  
surprised at the compactness of our factory and  
also the methodical way in which everything  
pertaining to the making of Aerated Waters  
was carried out. He also expressed himself  
strongly on the absolute cleanliness of our  
whole establishment, which he assured us was  
equal to any he had yet visited and superior to  
a great many. He also reported that the  
quality of our goods was of a first-class nature,  
and they showed that scrupulous care was  
exercised in the course of their manufacture.

Order Books and Price List. Please apply to  
FACTORY and OFFICE, West Point. Tel. 374.  
367, Depot, Lee House Street. Tel. 374.

F. P. DANENBERG,  
General Manager.

Hongkong, 11th May, 1904. [122]

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE  
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE  
and KYNOK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 888G. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT &amp; CO.

Hongkong 28th November, 1902

## INSURANCES

THE  
WESTERN ASSURANCE COMPANY OF  
TORONTO AND LONDON.  
INCORPORATED A.D. 1851.

## MARINE BRANCH.

THE undersigned having been appointed  
AGENTS for the above Company, are  
prepared to accept risks at current rates.

ALEX. ROSS & CO.  
Hongkong 28th April, 1904. [1121]

L UNION OF PARIS FIRE INSURANCE  
COMPANY, LIMITED

THE Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to accept Risks against Fire at current  
rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1897. [9]

## PHENIX FIRE OFFICE.

THE Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAFLAIR & CO.  
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887.

## NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1833.

THE Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.

Also to accept proposals for LIFE ASSUR-  
ANCE. Prospectuses on application.

TURNER & CO.,  
Agents.

Hongkong, 23rd September, 1903. [207]

NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1913

£16,895,630.

I. AUTHORIZED CAPITAL.....£3,000,000  
SUBSCRIBED CAPITAL.....2,750,000  
PAID-UP CAPITAL.....687,500 0 0  
II. FINE FUNDS.....3,050,961 12 3

THE Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 18th June, 1904. [1888]

## CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 67.

Removal work at Canton River Barriers; pre-  
cautions to be observed by passing vessels.

NOTICE IS HEREBY GIVEN that the  
removal work at the Canton River  
Barriers will shortly commence, and that, with  
a view to avoid endangering the lives of those  
engaged on it, the following rules should be  
observed by passing vessels.

1. When a red and white flag (International  
H) is shown from a barrier, or from a boat in  
the neighbourhood of a barrier, it will indicate  
that the vessel is liable to endanger  
life and property.

Under these circumstances a steamer should  
pass that neighbourhood at as slow a speed as  
possible.

2. When a red flag is shown from a barrier or  
from a boat in the neighbourhood of a barrier  
it will indicate that a vessel must not, so long  
as that flag is flying attempt to pass the barrier.  
This latter is an emergency signal to meet  
possible contingencies.

J. HOWELL MAY,  
Harbour Master.Approved,  
S. M. RUSSELL,  
Deputy Commissioner of Customs.Custom House,  
Canton, 1st October, 1904. [2360]

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL &amp; Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS  
Hongkong, 31st July, 1903. [1898]MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C., Scott's and Engineering Code  
Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length.....523 feet.

Length on Blocks.....513 "

Width of Entrance on Top.....89 "

Width of Entrance on Bottom.....77 "

Water on Blocks at Spring Tide.....26 1/2 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length.....371 feet.

Length on Blocks.....359 "

Width of Entrance on Top.....66 "

Width of Entrance on Bottom.....53 "

Water on Blocks at Spring Tide.....32 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.The COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
WITH POWERFUL SALVAGE PLANT  
READY at SHORT NOTICE. [1703]

## CANTON NOTES.

3rd October.

AMENDS TO MR. XAVIER.

In my account of the fire at Messrs. Arnhold,  
Karberg's oil godown here last week I did an  
injustice to the Portuguese caretaker, who was  
burnt, not in trying to save his own property,  
but in a brave attempt to put out the fire in the  
godown itself. The fire was caused by a Chinaman,  
who dropped the iron used for soldering  
tins into the oil, which immediately took fire.  
All the Chinese present fled, but the Portuguese  
did his best to stamp out the flames. He was  
only successful, however, in setting himself on  
fire, and had it not been for the presence of  
mind of an Indian, who rolled him over into the  
river, he would have been burnt to death. I  
much regret having given a wrong impression  
about a plucky act, and hasten to correct it.

## ANOTHER FIRE.

There was another fire here on Saturday  
afternoon. It started in a shed on the water-  
side at Honam, and burnt its way for some  
distance along the bank.

## POLITICAL.

Of political news there is little to record.  
The Viceroy is still in Kwangsi, but must  
return before long, as there are several ques-  
tions of the first importance awaiting his  
decision. The affair on the British bridge, into  
which preliminary inquiries have been held by  
the American Consul on board the s.s.  
Helen and by the Nankai magistrate at his  
Yamen, will perhaps require the Viceroy's  
attention, but apart from this there are other  
matters to be decided.

Firstly, the long-talked of loan—its amount  
I cannot vouch for—must be negotiated, as the  
Provincial officers must be filled, in view of the  
continuance of the rebellion. There is also the  
question of the New Band, which has been  
built so far into the river as to cause anxieties  
for the future of the frontier. Finally, the  
abolition of the office of Hoppe, and the substi-  
tution of a Customs Tsoai, is to be carried out  
shortly. Tsoai Chu, who is to take over the  
duties of the Hoppe, has been here for some  
time, and I understand that the Viceroy's  
presence will be imperative at the time when  
the transfer is effected.

The post of Hoppe has always been held by a  
Manchu, who only remains in Canton for a short  
time of office, during which time he is said to  
"make" vast sums of money. The new regime  
will be hailed with delight by the Cantonese.

[FROM THE "CHUNG NGOI SAN PO"]

Viceroy Shun, who was reported to return  
to Canton before the Chinese Mid-autumn  
festival, has received a despatch from the Peking  
Government to stay in Kwangsi till order has  
been restored in every part of the province.  
Consequently His Excellency has sent to  
Canton for winter clothes.

Letters have been repeatedly received the last  
few days from the magistrates of the districts  
of Kwang Ling, Sz Wui, Hoi Kiu and Fung  
Chuen in Kwangsi by the Canton Government,  
asking for reinforcements and saying that the  
rebels, numbering about three thousand, most  
of whom belong to the Triad Society, are  
now on their way to the said districts from the  
district of Wai-Chop, where they have  
ransacked most of the villages, and where  
every line of business is at a standstill, and the  
merchants and well-to-do citizens have removed  
to other districts for safety. In reply to their  
demands the Governor has sent three battalions  
of soldiers to Kwang Ling.

It is reported that General Wong-Tin-Son  
had an encounter with the rebels a few days  
ago in Sheng-Yan-tong, in Lau-Chow, with  
five battalions of soldiers. The fight lasted three  
days, and the soldiers being greatly out-  
numbered were at last defeated and routed, the  
number of rebels being over seven thousand,  
all well armed. Some say that General Wong  
has been killed, and others say that he is only  
wounded.

Li-King-Hi, the new governor of Kwangsi,  
and nephew of the late Li-Hung-Chang, arrived  
in Chuen-Chow of Kwangsi on the 21st ultimo.  
His Excellency has not yet taken up the seal,  
for he has now discovered that Governor Aw  
has taken away with him over one hundred  
thousand dollars from the treasury, and he  
determined to make enquiries into the case  
first, in consequence of which he has  
wired for the prefect of Wuchow, who is the  
principal witness. On account of the rebel-  
lion in Kwangsi, a large number of soldiers  
stationed in various districts have been  
sent thither, so that many places have

been left unprotected, and the poor people  
being entirely neglected by the mandarins are  
now at the mercy of the robbers. Therefore  
the robbers, knowing that they can carry on their  
depredations unmolested, multiply gradually,  
and are fiercer than ever; they generally issue  
forth at present in broad daylight in a gang  
of about a hundred. On the 24th ult. a gang  
of about twelve dozen robbers made an attack  
on the village of Wu-Ti-Chong in Shun-Tak  
district. Eighteen houses belonging to the  
well-to-do citizens were ransacked and very  
valuable booty was carried away. The robbers  
being not satisfied with what they had already  
in their possession, seized three persons, masters  
of rice-shops, whom they carried away with  
them. When they took their departure they burnt  
the watchman's station. On the following  
night the same gang broke into a neighbouring  
village named Kwai-Chow-Li. This time only  
one house was plundered and a well-to-do citizen  
was added to their list of prizes. When they  
left, they told the villagers that their leader's  
name is Pan-Lung-Ting, and told them to go to  
a certain place to redeem the captives.

## A LIAOYANG STORY.

The following extract from a private letter,  
dated Liao-yang the 13th, and received in Shang-  
hai on the 26th inst., was published by the N.C.  
Daily News on September 28th.

The peace after the thunderstorm is  
still pleasant. It is curious how accustomed we  
both grew to the thundering of the guns and  
the sight of bursting shrapnel—at a distance, of  
course. When near at hand and especially just  
overhead it continues to excite interest. When  
the fight was proceeding, you knew probably  
more than we did of who was who and what  
casualties both sides. But you didn't have  
the interest of sitting on the city wall and  
watching the movements of the manure.  
Had it not been for night attacks, and for  
the pity of the poor wounded, especially  
the women and children smashed by  
sprays of round shrapnel bullets, we should  
have enjoyed the spectacle to the full. But the  
bloody work in the trenches of course was  
hidden from us. And when it was revealed it  
made one's soul rise up in protest against the  
crimes of war. One hundred were killed and  
five or six hundred wounded in the city by stray  
shells and bullets. Two shells fell in our com-  
pound, one of which burst but injured no one.  
No Christians have been hurt.

From August 25th to 27th we heard the  
distant artillery at intervals, and long streams  
of wounded were carried in carts, litters, and  
stretchers into the city from south and east.  
On the 28th my wife and I attended class and  
service as usual. The services were punctuated  
with the booming of guns, but neither we nor  
the audience seemed to notice them much,  
although they were much nearer than  
before. On the 29th we were awakened  
by heavy firing from the south and east,  
mostly from Russian batteries about seven  
miles from the city; but in the afternoon the  
white puffs of Japanese shrapnel could be seen  
bursting on some of the hills. On the 30th,  
the whole day was a tornado of artillery.  
It began at dawn and thundered till dark without  
cessation. We could see the Japanese shrapnel  
bursting over the Russian batteries, which  
flicked and thundered in reply.

On the 31st, the whole forenoon was quiet  
and the point of interest changed from south-  
east to south-west, so we crossed the city and  
sat on the west wall overlooking the Russian  
settlement. In the afternoon the attack became  
more vigorous, and at six o'clock it became  
terrific, concentrating over the Shou Shan  
which was wreathed in shell smoke. It died  
away after an hour or so, but was renewed with  
a sudden burst about 11 p.m.

1st September. There was a great lull, which  
seemed to betoken a Japanese repulse, but soon  
appeared to be the Russian retreat. It was per-  
fectly orderly and came off with bands playing  
through the city. By the afternoon shells were  
coming snail into the station, and the Russians  
were holding their inner positions. The stray  
shells began to drop now into the city and the  
people were afraid.

2nd September. Desultory firing all day to  
south and west of city, with occasional rifle at-  
tacks. At 10 p.m. a terrific fire was opened out  
on the west and south side and artillery. So  
we prudently took the ladies to the basement  
shelters. The sudden crash of those night  
attacks rather jaded one's nerves. It passed  
off and we went home for a short sleep; but it  
was renewed with unabated fury after three  
hours.

3rd September. Renewed attacks all day, and  
stories of many more casualties in the city.  
But after dark, peace, and when dawn came the  
boy shouted in, that the Japanese were in the  
city. The Russians had retired with everything  
the night before and burned their bridges.

TO  
IMPORTING HOUSES.  
GENERAL  
SUPPLY STORES.  
Ladies' & Gents' Outfitters, &c.  
**Donald Mackegg**  
57, HILTON ST., MANCHESTER, ENGL.  
Sole Agent for Commission for  
Foreign & Colonial Firms  
25 years' personal experience  
of the trade both at home and  
in the Orient.  
Business houses requiring rapid settlements,  
each shipment specially catered for.  
Correspondence cordially invited.  
References and Bankers: The Manchester  
and Liverpool District Banking Co., Ltd.,  
Manchester. Colonial addresses given  
on application.

THE SWATOW GRASS CLOTH, SILK  
and DRAWN THREAD WORK  
DEPARTMENT.

Wholesale and retail quotations, particulars  
and samples, will be sent free on application to  
the above depot.

Swatow, 5th June, 1904. [2160]

AMOI ENGINEERING CO., LD., AMOI.

## CALL FLAG E.

REPAIR WORK to Steamers and  
Launches. Castings in Brass and Iron.  
Moderate charges. Work solicited.  
J. D. EDWARDS,  
Manager.

Amoy, 3rd December, 1903. [150]

Perfect Beauty  
'DARTRING' 'LANOLINE'

depends on the skin, and lovely skin is the reward of using  
No imitation can bear the 'Dartring'  
No imitation can be called 'Dartring'  
'DARTRING' TOILET 'LANOLINE'  
in collapsible tubes  
'DARTRING' LANOLINE TOILET SOAP

1947-2

## "BILLIARDS"

Our new patent Low Set Express Castles can be fitted to any Billiard Table, making it for  
playing purposes as good as new.

(Freight on a case of Castles to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.

THOROUGHLY SEASONED.

CRYSTALATE and BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES  
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can  
be had on application from the Offices of this paper.

JOHN ROBERTS &amp; CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,

BOMBAY.

[927-2]

THE CIGARETTES OF THE  
FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS &amp; CO.

ALEXANDRIA &amp; CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS.	KARIM.
Large Size \$5.00 per 100	Large Size \$3.75 per 100
Gold Tippee Medium Size	Medium Size \$3.50
\$3.75 per 100	THABIT.
ZAFAR.	Large Size \$3.00 per 100
Large Size \$1.00 per 100	Medium \$2.75 per 100
Medium Size \$4.25	



SOLE AGENTS FOR HONGKONG:

[615] KRUSE &amp; CO., CONNAUGHT HOUSE.

ARNHOLD, KARBERG &amp; CO.

LARGE STOCK

OF

LIGHT

RAILWAY

MATERIAL

Hongkong, 1st October, 1904.

a333

## Allen's Lung Balsam

will positively break up a deep, rack-  
ing cough past relief by other means.

[516-4]

JAPAN COALS.

MITSUI BUSSAN KAISHA,

(MITSUI &amp; CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—24, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

## OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Hantsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonsu, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Sasebo, Matsura, Maizuru, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokuni, Mameda, Mannoura, Onoura Otanji,  
Susahara Teakuro, Yoshinokuni, Yoshio, Yunkibara, and other Coals.

S. MINAMI, Manager, Hongkong.

TONG CHONG WO &amp; CO.

No. 38, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and

possess a mild and choice flavour.

Inspection courteously invited.

Hongkong,



## SHIPPING.

## VESSELS ADVERTISED AS LOADING.

ARRIVALS.	DESTINATION
AUCHENBARDEN, British str., 2,351, Robt. Bryce, 4th Oct.—Mojl 28th Sept., Coal.—M. B. Kaisha.	LONDON, &c. via PORTS OF CALL.
GIANG BIE, British str., 1,193, J. G. Follett, 4th Oct.—Samarang 24th Sept., Sugar.—Chinese.	MARSEILLES, LONDON, AMSTERDAM, &c.
HAIMUN, British str., 336, A. Robson, 4th Oct.—Samarang 24th Sept., General.	LONDON, AMSTERDAM & ANTWERP
Douglas Loggia & Co.	LONDON, AMSTERDAM & ANTWERP
LOONGSANG, British str., 1,092, G. S. Weigall, 4th Oct.—Manila 1st Oct., General.	LONDON & ANTWERP, via SINGAPORE, &c.
Jardine, Matheson & Co.	BREMEN, via PORTS OF CALL.
MANCHURIA, American steamer, 8,750, J. W. Saunders, 4th Oct.—San Francisco 30th Sept., Mails and General.—Pacific Mail S.S. Co.	HAVRE & HAMBURG
NAMSANG, British str., 4,035, G. Payne, 3rd Oct.—Calcutta via Straits Ports 17th Sept., General.—Jardine, Matheson & Co.	HAVRE & HAMBURG
NAMSHAN, British str., 1,200, E. F. Storey, 3rd Oct.—Kutchinota 24th Sept., Coal.—M. B. Kaisha.	HAVRE & HAMBURG
SHANSHI, British str., 1,238, Carnagham, 3rd Oct.—Canton 2nd Oct., General.—Butterfield & Swire.	DURBAN, NATAL
SULZAN, VAN LANGKAT, Dutch str., 2,922, 4th Oct.—Balek Papan 26th Sept., Bulk Oil.—Meyer & Co.	TRIESTE, &c. via SINGAPORE &c.
Tyr, Norwegian str., 1,418, D. L. Danielsen, 4th Oct.—Hongkong 1st Oct., Coal.—East Asiatic Trading Co.	GENOVA, MARSEILLES & LIVERPOOL
ULYSSSES, British str., 2,282, L. M. Bevan, 3rd Oct.—Liverpool and Singapore 28th Sept., General.—Butterfield & Swire.	NEW YORK, via PORTS & SUEZ CANAL
WOOSUNG, British str., 1,109, Dawson, 3rd Oct.—Shanghai 30th Sept., General.—Butterfield & Swire.	NEW YORK, via SUEZ CANAL
Yochow, British str., 1,306, J. H. Brown, 4th Oct.—Canton 3rd Oct., General.—Butterfield & Swire.	VANCOUVER, via SHANGHAI, &c.

**DEPARTURES.**  
4th October.  
AUCHENBARDEN, French str., for Europe.  
CARL DIERICHSEN, Ger. str., for Haiphong.  
CATHERINE APGAR, British str., for Calcutta.  
KAIFONG, British str., for Cebu.  
KUIKIANG, British str., for Chiofo.  
KORCHIANG, German str., for Bangkok.  
NUMANTIA, German str., for Moji.  
SAGAMI, British str., for Manila.  
WOOSUNG, British str., for Canton.

**VESSELS IN DOCK.**  
4th October.  
ABERDEEN DOCK.—  
HOWLAND DOCK.—U. S. S. Pathfinder, Lida, Kameo, Agincourt, Nicomedia.  
COSMOPOLITAN DOCK.—

**VESSELS ON THE BERTH**  
REGULAR STEAMSHIP SERVICE TO NEW YORK.  
via PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
About 1904.  
"HINDUSTAN" ..... 10th Oct.  
"ST. HUGO" ..... 18th Nov.  
For Freight and further information, apply to DODWELL & CO., LTD., Agents.  
Hongkong, 5th August, 1904. [877]

**NIPPON YUSEN KAISHA.**  
AUSTRALIAN LINE.  
FOR SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.  
THE Company's Steamship  
"YAWATA MARU"  
Captain A. E. Moses, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.  
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager.  
Hongkong, 1st October, 1904. [2350]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM FOR TRIESTE (DIRECT), calling at SINGAPORE, PENANG, CAUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRASIS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, YENICE and ADRIATIC PORTS).  
THE Company's Steamship  
"TRIESTE"  
Captain Mistrorago, will be despatched as above on SATURDAY, the 29th inst., P.M.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO., Agents.  
Princes' Buildings.  
Hongkong, 4th October, 1904. [3]

**HONGKONG-CANTON LINE.**  
THE British steamship  
"YING KING,"  
Captain E. J. Page, of 1083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M.; and returning from Canton every following evening at 5 P.M.  
1st Class ..... \$3.00 for single journey  
2nd ..... 1.50  
Meals ..... 1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904. [7]

**HONGKONG-MACAO LINE.**  
S.S. "WING CHAI"  
Captain T. Anston, R.N.R.  
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.  
MING ON & CO.  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903.

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
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For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 24th September, 1904. [1]

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FOR SYDNEY AND MELBOURNE.  
Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.  
THE Steamship  
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This Steamer is installed throughout with the Electric Light.  
A duly qualified Surgeon and Stewardess are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 30th September, 1904. [2358]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
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Hongkong, 30th September, 1904. [2341]

LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	8th inst., at Noon
MARSEILLES, VIA PORTS OF CALL	PATROCLUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th inst.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	25th inst.
LONDON, AMSTERDAM & ANTWERP	ULYSSES	Brit. str.	E. P. Martin	BUTTERFIELD & SWIRE	8th Nov.
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAPAN	Brit. str.	H. Peyer	P. & O. S. N. Co.	About 13th inst.
REMEN, VIA PORTS OF CALL	SAESEN	Ger. str.	Bohrns	MILCHERS & Co.	12th inst., at Noon
HAMBURG & HAMBURG	SCANDIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	To-morrow.
HAMBURG & HAMBURG	SUEVIA	Ger. str.	Schölke	HAMBURG-AMERIKA LINIE	18th inst.
HAMBURG & HAMBURG	BRISGAVIA	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	1st Nov.
HAMBURG & HAMBURG	SLAVONIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	15th Nov.
HAMBURG & HAMBURG	SEGOVIA	Ger. str.	J. W. Martin	HAMBURG-AMERIKA LINIE	29th Nov.
URBAN, NATAL	COURTFIELD	Brit. str.	Mistrorago	GIBB, LIVINGSTON & Co.	8th inst.
TRISTE, &c., VIA SINGAPORE & LIVERPOOL	TAIESTE	Aus. str.	Sander, WIELER & Co.	BUTTERFIELD & SWIRE	29th inst. P.M.
GENOA, MARSEILLES & LIVERPOOL	PINGSUEY	Brit. str.	Dodwell & Co., Ltd.	BUTTERFIELD & SWIRE	22nd inst.
NEW YORK, VIA PORTS & SUEZ CANAL	HINDUSTAN	Brit. str.	Shewan, TOMES & Co.	BUTTERFIELD & SWIRE	About 10th inst.
NEW YORK, VIA SUEZ CANAL	CLAVERHORN	Brit. str.	Peterken	CARLOWITZ & Co.	About 16th inst.
NEW YORK	ALBION	Ital. str.	E. Boehm	CANADIAN PACIFIC R. CO.	About 20th inst.
NEW YORK, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	S. Robinson	CANADIAN PACIFIC R. CO.	18th inst.
NEW YORK, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	T. W. Garlick	DODWELL & CO., LIMITED	1st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TREMONT	Brit. str.	Wagner	BUTTERFIELD & SWIRE	7th inst.
VICTORIA (B.C.) & SEATTLE VIA JAPAN, &c.	YANGTSE	Brit. str.	A. H. Schaw	GIBB, LIVINGSTON & Co.	15th inst.
PORTLAND, OREGON	NICOMEDIA	Brit. str.	E. A. Moses	BUTTERFIELD & SWIRE	21st inst., 11 A.M.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	L. Dawson	BUTTERFIELD & SWIRE	21st inst., 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	G. M. Montford	NIPPON YUSEN KAISHA	11th inst.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	Dawson	BUTTERFIELD & SWIRE	7th inst., D'light
YOKOHAMA, KOBE & YOKOHAMA	KAIBOW	Brit. str.	H. A. Haraldsen	P. & O. S. N. Co.	About 6th inst.
SHANGHAI	COBOMANDEL	Brit. str.	P. B. Fergusson	BUTTERFIELD & SWIRE	8th inst.
SHANGHAI	WOOSUNG	Brit. str.	H. A. Haraldsen	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	BANCA	Brit. str.	T. Brandt	OSAKA SHOSEN KAISHA	9th inst., D'light
TAMSU, VIA SWATOW & AMOY	PRINCE	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	16th inst., D'light
TAMSU, VIA SWATOW & AMOY	M. S. S. S.	Jap. str.	Robson	OSAKA SHOSEN KAISHA	12th inst., D'light
FOOCHOW, VIA SWATOW & AMOY	TRIUMPH	Brit. str.	Pennafather	DOUGLAS LARSEN & Co.	7th inst., 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	To-day.
MANILA	TAKING	Brit. str.	Schaw	JARDINE, MATHESON & Co.	7th inst., 4 P.M.
MANILA	LOONGSANG	Brit. str.	R. Rodger	SHAW, TOMES & Co.	8th inst., 10 A.M.
MANILA DIRECT	RUBI	Brit. str.	S. J. Payne	GIBB, LIVINGSTON & Co.	15th inst., Noon
MANILA DIRECT	AUSTRALIAN	Brit. str.	M. E. Mable	SHAW, TOMES & Co.	15th inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	Belato	JARDINE, MATHESON & Co.	7th inst., 4 P.M.
MANILA DIRECT	MAUSANG	Brit. str.	G. Payne	MILCHERS & Co.	Quick despatch.
MANILA DIRECT	BORNEO	Ger. str.		CARLOWITZ & Co.	12th inst., Noon.
KUDAT & SANDAKAN	CAPRI	Ital. str.		JARDINE, MATHESON & Co.	11th inst., 3 P.M.
KUDAT & SANDAKAN	NAMSANG	Brit. str.			
BOMBAY VIA SINGAPORE & PENANG					
SINGAPORE, PENANG & CALCUTTA					

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
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For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 24th September, 1904. [1]

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Hongkong, 30th September, 1904. [2358]

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A. S. MIHARA, Manager.  
Hongkong, 1st October, 1904. [2350]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM FOR TRIESTE (DIRECT), calling at SINGAPORE, PENANG, CAUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.  
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Hongkong, 4th October, 1904. [3]

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MING ON & CO.  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903.

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YUK ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904. [7]

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For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 24th September, 1904. [1]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
via  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,806	T. W. Garlick	Friday, October 7th
LYRA	4,417	G. V. Williams	Thursday, October 20th

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.  
The twin-screw s.s. "SHAMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDINGS.  
Hongkong, 26th September, 1904. [7]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 8th Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 15th Oct., 10 A.M.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 30th September, 1904. [16]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin-Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "ATHENIAN" ..... 3,882 Tons ..... WEDNESDAY, 12th Oct.  
R.M.S. "EMPERESS OF CHINA" ..... 6,000 Tons ..... WEDNESDAY, 19th Oct.  
R.M.S. "TARTAR" ..... 4,425 Tons ..... WEDNESDAY, 2nd Nov.  
R.M.S. "EMPERESS OF INDIA" ..... 6,000 Tons ..... WEDNESDAY, 16th Nov.  
R.M.S. "EMPERESS OF JAPAN" ..... 6,000 Tons ..... WEDNESDAY, 14th Dec.  
Hongkong to London, 1st Class ..... via St. Lawrence 240 ..... via New York 242.  
Intermediate on Steamers ..... 240 ..... 242.  
1st Class ..... 240 ..... 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
Passes a route looked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
9, Pedder Street.

**HONGKONG-MACAO LINE.**  
S.S. "WING CHAI"  
Captain T. Anston, R.N.R.  
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.  
MING ON & CO.  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION IN STEAMERS. SAILING DATES. 1904

STEAMERS	SAILING DATES
PRINZ HEINRICH	WEDNESDAY 12th October
SACHSEN	WEDNESDAY 23rd October
ZIETEN	WEDNESDAY 9th November
PRINZESS ALICE	WEDNESDAY 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY 7th December
PRINZESSE ELISABETH	WEDNESDAY 21st December
PRINZ HEINRICH	WEDNESDAY 4th January 1905

ON WEDNESDAY, the 12th day of OCTOBER, 1904, at Noon, the Steamship "SACHSEN," Captain H. Feyen, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 10th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 11th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 11th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELOCHERS & CO., AGENTS.

Hongkong, 25th September, 1904. [5]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,370	Wagner	October 10th, 1904.
"NUMANTIA"	4,370	Bahls	October 27th, 1904.
"ARABIA"	4,488	Bahls	November 19th, 1904.
"ARAGONIA"	5,198	Schuldt	December 13th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 25th August, 1904. [14]

## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, via SWATOW	"FRITHJOF"	SUNDAY, 9th Oct., at Daylight.
FOOCHOW, via SWATOW	H. A. HARALDSEN	WEDNESDAY, 12th Oct., at Daylight.
AND AMOI	"TRIUMPH"	SUNDAY, 16th Oct., at Daylight.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	On 14th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 8th November.

TRANS-PACIFIC SERVICE.  
STEAMERS TO SAIL  
FOR VICTORIA, SEATTLE, TACOMA, and  
all PACIFIC COAST PORTS, via  
NAGASAKI, KOBE & YOKOHAMA.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[10-11]

Hongkong, 30th September, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 5th October.
YOKOHAMA and KOBE	"TAIYUAN"	On 7th October.
SHANGHAI	"WOOSUNG"	On 8th October.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[12]

Hongkong, 30th September, 1904.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
* MANILA	"LOONGSANG"	Friday, 7th Oct., 4 P.M.
KUDAT & SANDAKAN	"MAUSANG"	Friday, 7th Oct., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 11th Oct., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.  
[138]

Hongkong, 5th October, 1904.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "KIBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. B. Cox.
S.S. "WEDDLEDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

The next departure will be the S.S. "COURTFIELD," sailing from here on 8th October, via CHIN-WAN-TAO (taking Cargo for Durban).  
For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
AGENTS.  
[2030]

Hongkong, 27th September, 1904.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight. For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

STEAM TO CANTON.  
REDUCED FARES.

THE Commodious Steel Twin Screw Steamer "TAI ON"  
Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.  
FARES:—  
Saloon .. .. \$2.00  
Chinese Saloon .. .. \$1.00  
2nd Class .. .. 0.50  
Storage .. .. 0.20  
This well-known steamer has been fitted throughout with Electric Light. Unvalued accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.  
**YIK ON S. S. CO.,**  
309, Des Voeux Road Central.  
Hongkong, 9th July, 1904. [1874]

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON'S, KOWLOON STORE, No. 36, Elgin Road. Price 12 cents per copy cash.  
Hongkong, 22nd December, 1903.

## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

### CONSIGNEES per Company's Steamer

"DEUCALION,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th instant.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 5th prox.  
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 5th prox., will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 8th prox., or they will not be recognised.  
No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 2th September, 1904. [10-11]

### "BEN" LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

S.S. "BEN VENUE"  
FROM MIDDLEBORO, LEITH AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th prox., will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox., or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 28th September, 1904. [2325]

### "INDRA" LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

FROM NEW YORK.  
THE Company's Steamship

"INDRAWADI,"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY, the 3rd inst.  
**JARDINE, MATHESON & CO.,**  
Agents.  
Hongkong, 3rd October, 1904. [2368]

### BOARD AND RESIDENCE

### FIRST-CLASS BOARD & RESIDENCE.

"ST. GEORGE'S HOUSE,"  
2 & 4, KENNEDY ROAD,  
and  
"TOWER HOUSE," Kennedy Road.  
EXCELLENT Table. Every home comfort.  
Well furnished rooms facing the harbour.  
For terms, apply to—  
Mrs. G. SACHSE,  
"St. George's House."  
Hongkong, 17th March, 1903. [70]

### BOARD AND RESIDENCE.

### MRS. GILLANDERS

"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [2365]

### "TANG YUEN."

### BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.  
Apply—  
MANAGERESS,  
Maddern Road  
or  
FAIRALL & CO., Queen's Road  
Hongkong, 2nd March, 1903. [71]

### BOARD AND RESIDENCE.

### COMFORTABLY FURNISHED

ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedders Hill.  
Hongkong, 1st January, 1892.

### RUINART PERE & FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAURE, WEGENER & CO.,  
Sole Agents.  
Hongkong, 18th May, 1903. [21]

### VISITORS TO CANTON

Should purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."  
BY  
CAPTAIN C. V. LLOYD (S.S. "HANKOW")  
With Illustrations, Maps and Plans.  
Price .. .. \$1.90

On Sale at—  
Hongkong: "DAILY PRESS" Office,  
Messrs. KELLY & WALSH.  
" " " " " " " "  
Messrs. A. BREWER & CO.  
Canton: Messrs. A. S. WATSON & CO.  
Hongkong, 4th October, 1903. [410]



In the Eastern Climate a  
Cigar that will burn freely,  
not leave an unpleasant  
taste, and not dry the  
mouth is a necessity.  
**THE YOUNG AMERICAN**  
SUPPLIES THIS WANT.  
They are guaranteed pure, and  
Smoked all over the World!  
Sole Importers—  
**HOLLAND-CHINA TRADING CO.**  
3120-2

## GRIMAULT & Co Medicinal Skin Soap



Recommended by eminent Dermatologists and adopted in the  
Paris Hospitals in the treatment  
of Ringworm, Acne, Psoriasis,  
Eczema and Skin diseases generally.  
**8, RUE VIVIANNE, 8**  
Paris  
1265-3

## THE NEW FRENCH REMEDY

### TRADE MARK

This successful and highly popular remedy, used in the  
Continental Hospitals by Kien, Kien, Kien, Kien, Kien,  
and others, combines all the desiderata to be sought in a  
medicine of the kind, and surpasses everything hitherto  
known.

### THERAPION No. 1

For the treatment of all skin diseases, such as  
eczema, psoriasis, ringworm, etc., it is the most effective  
remedy known. It is a powerful antiseptic and  
disinfectant, and is used in the treatment of all  
skin diseases.

### THERAPION No. 2

For the treatment of all skin diseases, such as  
eczema, psoriasis, ringworm, etc., it is the most effective  
remedy known. It is a powerful antiseptic and  
disinfectant, and is used in the treatment of all  
skin diseases.

### THERAPION No. 3

For the treatment of all skin diseases, such as  
eczema, psoriasis, ringworm, etc., it is the most effective  
remedy known. It is a powerful antiseptic and  
disinfectant, and is used in the treatment of all  
skin diseases.

### THERAPION

is sold by the principal chemists and druggists in  
all parts of the world. Price in England 2/6 &  
4/6. In Hongkong, state which of the three numbers is  
required, and enclose above Trade Mark, which is a  
Government Stamp (in white letters on a red ground)  
affixed to every package by order of His Majesty's Hon.  
Commissioners, and without which it is a forgery.  
Sold by **A. S. WATSON & CO., LIMITED**  
Hongkong, Manila and China. [11]

## KEATING'S LOZENGES

EASILY CURE  
THE WORST COUGH.  
One gives relief. An increasing sale  
over the years is a certain test  
of their value. Sold in bottles everywhere.

## Sanitas

is an  
Unequalled  
Purifying Agent  
and is  
Indispensable in Hot Countries.

### "Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and administered internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.

### "Sanitas" Disinfecting Powder

is the best air purifier known, and a stronger  
antiseptic and deodorant than carbolic acid,  
besides being pleasant and refreshing.

### "Sanitas" Eucalyptus Soap

is specially recommended by the medical  
faculty for use in hot climates, because of its  
fine disinfecting qualities and its fragrance.

### Kingzett's Fumigating Candles

supply the safest and most convenient means  
of sulphur fumigation. For the disinfection  
of infected places, bedding, clothing, etc.,  
they are both efficacious and economical.  
Destroy all insects.

### THE "SANITAS" CO. LTD.

BETHNAL GREEN,  
LONDON, E.

## SHIPPING IN PORT.

### STEAMERS.

AGINGOURT, British str., 2,876, Jas. E. Watson,  
Hainan Island 1st Oct.—Saunders, Wieler  
& Co.  
ANDREAS RICKMERS, German str., 1,020, H.  
Kohn, 28th Sept.—Bangkok 22nd Sept.,  
Rice.—Butterfield & Swire.  
ATHENIAN, British str., 2,440, S. Robinson, 28th  
Sept.—Vancouver, B.C., 29th August and  
Shanghai 25th September, General.—C. P.  
R. Co.  
BORNEO, German str., 1,344, E. Mahle, 1st  
October.—Sandakan 37th Sept.—Timor  
and General.—Meichers & Co.  
CARL MENZEL, German str., 984, Voss, 2nd  
October.—Hongkong 30th September. Coals:  
—East Asiatic Trading Co.  
CHUNGANG, British str., 1,418, R. Cox, 1st  
October.—Mojito 25th September. Coal:  
—Jardine, Matheson & Co.  
CLAVERING, British str., 2,145, Barton, 28th  
September.—Salina Cruz and Moji 18th  
September. Coals.—Chinese.  
COURTIER, British str., 2,834, J. W. Martin,  
Durban 6th September, Ballast.—Gibb,  
Livingston & Co.  
DECIWA, German str., 794, Schalkie, 27th  
September.—Mojito 23rd September. Coal:  
—Saunders, Wieler & Co.  
DEVAYONNE, German str., 1,058, Chr. Kumpel,  
2nd Oct.—Bangkok 27th Sept. and Swatow  
1st Oct., Rice and Timber.—Butterfield &  
Swire.  
EUG, Norwegian str., 708, Christopherson, 30th  
Sept.—Loilo 26th September, General.—  
Saunders, Wieler & Co.  
EMMA LUYKES, German str., 1,110, H. Martens,  
25th Sept.—Tientsin 9th Sept.  
Sugar, Nuts and Oil.—Chinese.  
EMPEROR OF CHINA, British str., 3,046, E.  
Beetham, R.N.R., 27th Sept.—Vancouver  
5th Sept. and Shanghai 24th, Mails and  
General.—C. P. R. Co.  
HAILONG, British str., 783, C. A. Matton,  
3rd October.—Hainan Island 1st October.  
Douglas Lapraik & Co.  
HANOI, French str., 700, P. Merles, 3rd Oct.,  
—Haiphong and Hoihow 2nd Oct., General.  
—A. R. Marty.  
INDEWADI, British str., 3,369, Hill, 3rd Oct.,  
—Manila 30th September. General.—Jardine,  
Matheson & Co.  
JACON DIDERICHSEN, German str., 623, B.  
Olsson, 28th Sept.—Pakhoi 26th Sept. and  
Hoihow 28th, General.—Jensen & Co.  
JOHANN, German str., 932, Ipland, 1st Oct.,  
—Haiphong, 27th September. Hoihow 30th  
September, General.—Jensen & Co.  
KAMPOT, French str., 900, Nona, 30th Aug.,  
—Newelwang 25th Aug., General.—Bradley  
& Co.  
LAERTES, British str., 1,341, J. B. Jackson,  
1st October.—Saigon 26th September,  
General.—Chinese.  
LILIA, British str., 1,834, E. Morris, 28th Sept.,  
—Saigon 23rd Sept., General.—Chinese.  
MADEIRA, British str., 1,020, L. Gorden,  
1st October.—Bangkok 21st  
September, Rice.—Butterfield & Swire.  
MADIRA, British str., 2,983, Finlay Kerr, 3rd  
October.—Kutchinotza 28th Sept., Coals.  
—Dodwell & Co.  
MAUSANG, British str., 1,644, S. J. Payne, 24th  
Sept.—Sandakan 18th Sept., Timber.—  
Jardine, Matheson & Co.  
NICOMEDIA, German str., 4,604, A. Wagner,  
26th Sept.—Portland 31st August, Flour.  
—Portland & Asiatic S. S. Co.  
ONDA, British str., 3,304, J. Robertson, 29th  
Sept.—Mojito 24th Sept., Coal.—Jardine,  
Matheson & Co.  
OSCAR II., Norwegian str., 2,000, R. Olsen,  
3rd Oct.—Mojito 27th Sept., Coal.—M. B.  
Kaisha.  
PAKLING, British str., 2,875, G. Rodway, 23rd  
Sept.—Yokohama via Ports.—10th Sept.,  
General.—Nippon Yusen Kaisha.  
PROMISE, Norwegian str., 712, E. Thorstensen,  
1st October.—Bangkok 24th Sept., Rice.—  
Chinese.  
PROVIDENCE, Norwegian str., 693, C. Corndin-  
sen, Aying, Anoy and Swatow 1st Oct.,  
General.—Osaka Shosen Kaisha.  
PURNIA, British str., 2,137, J. Pearson, 2nd  
October.—Singapore 27th Sept., General.  
—Jardine, Matheson & Co.  
RUBI, British str., 1,611, R. W. Almond, 3rd  
October.—Manila 1st October, General.—  
Shewan, Tomes & Co.  
SEPTIN, British str., 1,336, J. E. Farrell, 2nd  
Oct.—Singapore 26th Sept., Korosina.—  
Geo. McElin.  
SUISANG, British str., 1,776, V. McC. Liddell,  
3rd Oct.—Samarang 23rd Sept., Sugar.—  
Jardine, Matheson & Co.  
TAIYUAN, British str., 1,460, L. Dawson, 2nd  
October.—Melbourne and Sydney 9th  
September, General.—Butterfield & Swire.  
TAMING, British str., 1,350, Pennefather, 30th  
September.—Manila 27th Sept., General.—  
Butterfield & Swire.  
TREMONT, Amr. str., 966, Thos. W. Garlich,  
3rd Oct.—Manila 1st Oct., General.—Dod-  
well & Co.

## SAILING SHIPS.

BOURBAKI, French ship, 1,710, F. Jean, 6th  
Sept.—New York 10th May, Petroleum.—  
Standard Oil Co.  
E. B. SUTTON, American barque, 1,248, John-  
son, 15th July.—Chafco 25th June, Ballast.  
—Order.  
KENTWELL, British barque, 2,334, Burch, 14th  
June.—New York 29th January, Korosina.  
—Standard Oil Co.  
BRITISH WARSHIPS.  
ALACRITY, British despatch-boat, 1,700, Comdr.  
R. M. Harbord  
CHERRUB, water tank and tug.  
ESPIERRE, British gunboat, 1,070, Ernest G.  
Barton.  
HANDY, torpedo boat destroyer.  
ORTIE, torpedo boat destroyer, Lieut. E. H.  
Jolliffe.  
ROSARIO, sloop, Captain Vivian.  
TAKU, torpedo-boat destroyer.  
TAMAR, towing ship, Commodore G. G.  
Dickson.  
VIRAGO, torpedo-boat destroyer.

## A. LING & CO.,

FURNITURE STORE.  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [2276]

## WHISKIES.

BUCHANAN'S CELEBRATED  
BLENDS OF SCOTCH WHISKY are  
Supplied by Royal Warrant of Appointment to  
His Majesty King Edward VII. The Prince of  
Wales, and also to the House of Lords and  
the House of Commons.  
Buchanan's Whiskies are recognised through-  
out the World as the Best.

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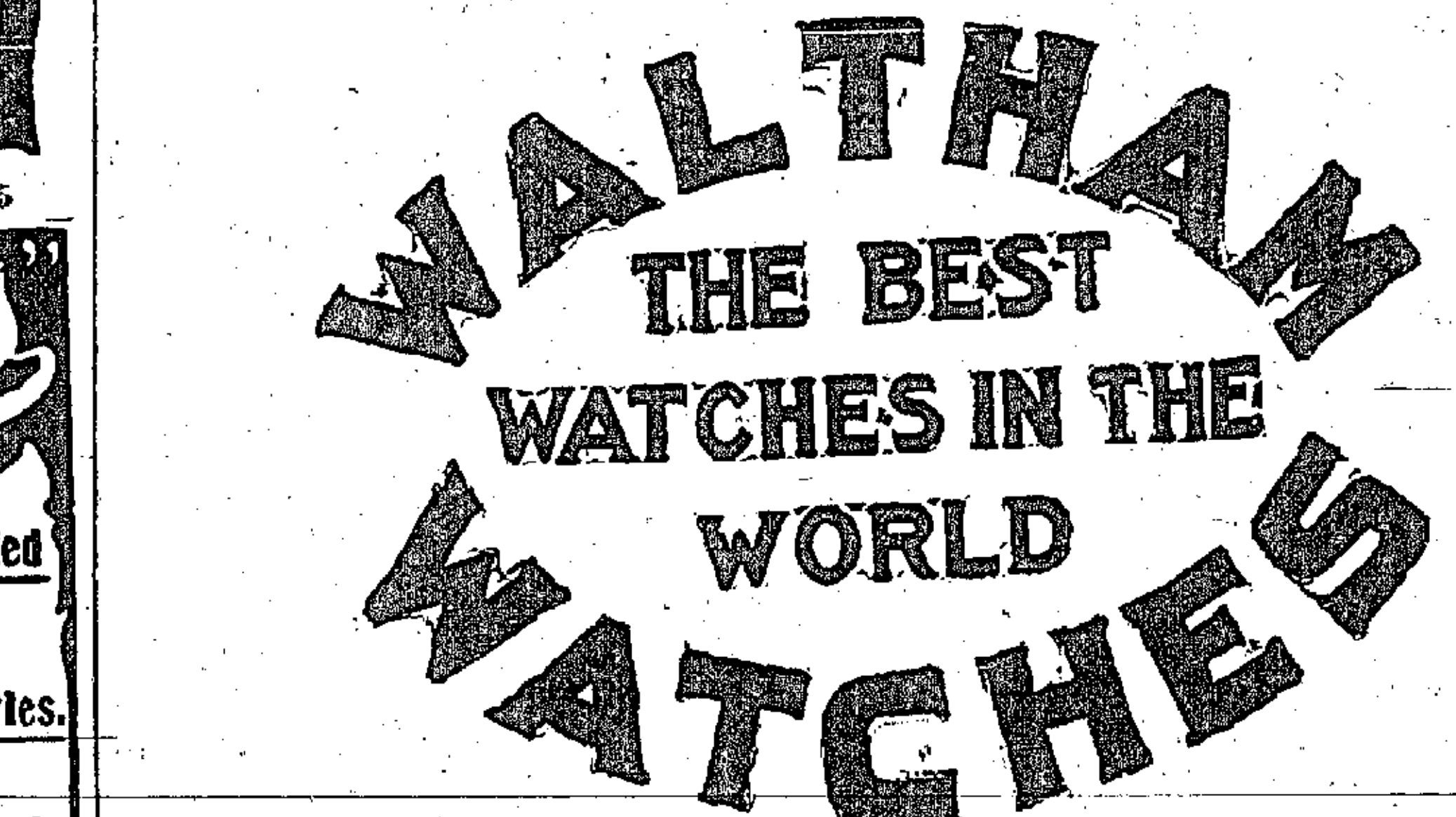
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